

CHINA



MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 4904. 號六廿月三年九十七百八千一英

HONGKONG, WEDNESDAY, MARCH 26, 1879.

日四初月三年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON—F. AYLE, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. O. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally—BANK & BLACK, San Francisco.

SINGAPORE AND STRAITS—SAYLE & Co., Square, Singapore. C. HINZEN & Co., Malacca.

CHINA—Macao, Messrs A. A. DE MELLO & Co., Sze-chow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KIELY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,300,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KESWICK.
E. R. BELLING, Esq. WILHELM REINERS, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.
H. HODGINS, Esq. W. S. YOUNG, Esq.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,

Acting Manager.

Oriental Bank Corporation,

Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £500,000.

RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong

grants Drafts on London and the

Chief Commercial places in Europe and the

East; buys and receives for collection Bills

of Exchange, and conducts all kinds of

Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

For Sale.

RECENTLY ARRIVED, —AND— FOR SALE.

RODGERS'S CELEBRATED CUTLERY.

WATERLOO and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES. TABLE GLASSWARE.

GENTS' TOOL CHESTS. CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS. SIGNAL and MASTHEAD LAMPS.

(Latest Admiralty Regulation). TUBE EXPANDERS, Assorted Sizes.

ENGINEER'S HAMMERS. MATHEMATICAL INSTRUMENTS. COPPER WIRE GAUGE.

SPIRIT LEVELS. INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes. INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS DELIVERY HOSE. LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE. NEW and POPULAR BOOKS.

INSTRUCTIVE and AMUSING. EDUCATIONAL WORKS.

WORKS OF REFERENCE. PRESENTATION BOOKS.

NOVELS, &c. MUSIC & SONGS.

by First-class Composers. OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine Selection of SHERIDAN'S Very Fine "O. K." BOURBON WHISKY.

CHATEAU DE FRANDS. (A fine full flavoured Breakfast CLARET.)

BRANDIES, GIN, LIQUEURS, &c.

LAMMERT, ATKINSON & CO. Hongkong, February 21, 1879.

FOR SALE. EUGENE RIMMEL'S TROPICAL FLOWER WATER.

SUPERIOR TO ALL SIMILAR PREPARATIONS. VOGEL & Co., Sole Agents for China.

Hongkong, February 19, 1879. my19

Intimations.

NOTICE. THE CREDITORS of GEPP & Co. are requested to send in all CLAIMS to the Undersigned, on or before SATURDAY, 5th April, 1879.

per pro. GEPP & Co. FRANK HYDE. Canton, March 25, 1879. apb

WANTED, for H. M. S. Charybdis, A MUSICALIAN (Violin Player). For terms, &c., Apply on Board.

Hongkong, March 25, 1879. ap1

THE CHINESE INSURANCE CO., LIMITED.

NOTICE. MR. J. BRADLEE SMITH has this Day been appointed SECRETARY to the above Company.

By Order of the Board of Directors, WM. REINERS, Chairman.

Hongkong, March 24, 1879. ap7

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTE TO SHAREHOLDERS. CONTRIBUTING Shareholders are requested to send in an ACCOUNT of BUSINESS CONTRIBUTED during the half year ending 31st December 1878, on or before 31st Jan, on which date the account will be closed.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, February 25, 1879. ap1

DENTAL NOTICE. DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next.

Hongkong, February 10, 1879.

NOTICE. F. M. the 1st of OCTOBER, a EASTLAKE will receive his PATENTS at his new DENTAL ROOMS, No. 5 QUEEN'S ROAD CENTRAL, OVER the MEDICAL HALL.

Hongkong, September 25, 1878.

LANE, CRAWFORD & Co.

ARE AGENTS FOR

CURCIER and ADETS' CLARETS. COGNAC and BRANDY.

CHUBB'S SAFES. WHITEHEAD'S STOUT.

VAN HOBOKEN'S GIN. FOSTER'S BOTTLED ALE and STOUT.

SILVER LIGHT LAMPS. FRENCH JAMS, Confiture de St. James.

STARKEY'S GOLD LACE and OFFICERS' DECORATIONS.

BAXTER'S CANVAS. ROHNSTAMM'S CHAMPAGNE.

W. T. ALLEN & Co.'s ORNAMENTAL IRON WORK.

GILBEY & SONS' WINES. BASS'S DRAUGHT ALE.

LETT'S DIARIES. ISIGNY BUTTER.

TEACHER'S WHISKY. CONSTABULARY REVOLVERS.

THE NEW LIFE JACKET. LONDON & CHINA EXPRESS, OVERLAND MAIL, and THE HOME NEWS.

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT.

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT.

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PLANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from ENGLAND, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY.

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the UNITED KINGDOM by each P. & O. Mail, Charges in full collected either here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

EIGHT PER CENT. SILVER LOAN

OF THE CHINESE IMPERIAL GOVERNMENT, Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Su (9th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879. The First Instalment of Interest being payable on 5th October, 1879, in HONGKONG AND SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby invites SUBSCRIPTIONS FOR SHANGHAI TAELS 1,757,000 of 8 PER CENT. Bonds at the issue PRICE OF PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application.
90 " 15 days after allotment.
100 "

The Bonds will bear interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,000 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884.

The Drawings will take place in Hongkong in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878. The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow—the five ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Viceroys and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

Certified Translations of the Official Documents authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipts.

Principal. Interest. Total.
1st Instalment due 5th October, 1879.....162,500 00.....99,325 81.....261,825 81
2nd " 8th March, 1880.....162,500 00.....99,325 81.....261,825 81
3rd " 28th September, 1880.....162,500 00.....99,325 81.....261,825 81
4th " 19th March, 1881.....162,500 00.....99,325 81.....261,825 81
5th " 12th September, 1881.....162,500 00.....99,325 81.....261,825 81
6th " 5th March, 1882.....162,500 00.....99,325 81.....261,825 81
7th " 1st September, 1882.....162,500 00.....99,325 81.....261,825 81
8th " 23rd February, 1883.....162,500 00.....99,325 81.....261,825 81
9th " 21st August, 1883.....162,500 00.....99,325 81.....261,825 81
10th " 14th February, 1884.....162,500 00.....99,325 81.....261,825 81
11th " 9th August, 1884.....162,500 00.....99,325 81.....261,825 81

Shanghai Taels.....1,757,000 00 415,857 86 2,2,2,657 86

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent., will be received by the Hongkong and Shanghai Banking Corporation until the Eleventh day of April, 1879, on which date the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents ISSUING THE LOAN, (Signed) T. JACKSON, Chief Manager.

Hongkong, 5th March, 1879.

Intimations.

WANTED. A RESPECTABLE FEMALE—To TAKE CHARGE of Two LITTLE BOYS on the Passage from Hongkong to London, in a Blue-funnel Steamer leaving early in April.

For Particulars of Terms, apply to MESSRS LANE, CRAWFORD & Co. Hongkong, March 22, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, ON

SATURDAY,

the 29th March, 1879, at 2 P.M.,—At FAIRLEA, LOWER FLOOR, the whole of the SUBSTANTIAL HOUSEHOLD FURNITURE, comprising:—

English-made Blue Rep-covered Mahogany Drawing-room Suite, Richly-carved Blackwood Centre Table, Pier Glass, Engravings, Persian Carpet, Lace Curtains and Cornices, etc., etc.

English-made Extension Dining Table, Side Board, Chairs, Crockery, Glass and Plated Ware, American Bed with Mattresses, Iron Bedstead, Wardrobes, Marble-top Toilet Table and Mirror, Marble-top Mahogany Chest of Drawers and Mirror, Marble-top Washstands, Couch, Chair, Cloth Horses, Bath-tubs, &c., &c.

Catalogues will be issued, and the whole to be on view the day before the Sale.

TERMS.—Cash before delivery in Bank Notes.

F. RAPP,

Auctioneer.

Hongkong, March 25, 1879. mr29

PUBLIC AUCTION.

SUBSTANTIAL ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE, MANTEL-PIECE MIRRORS, ENGRAVINGS, CROCKERY-WARE, GLASS-WARE, PLATED-WARE, &c., &c.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, ON

THURSDAY,

3rd April, 1879, at 2 P.M., at the Residence of C. VOGEL, Esq., No. 2, Queen's Road,—

The whole of his SUBSTANTIAL HOUSEHOLD FURNITURE, &c., comprising:—

Brown Rep-covered Mahogany Drawing-room Suite, Marble-top Blackwood Round Table and Tea Poy, Sets of Canton Tea Poy, Flower Stands, Canton Vases, Mantel-piece Mirrors, Engravings and Chrome Lithographs, Fender and Irons, Lace Curtains and Cornices, Drawing-room Billiard Table with Marking Board, Cues, &c., &c., Teak-wood Dining Table and Whatnots, Sideboard, Arm Chairs, Green and Gold Dinner Set, Hand Painted Dessert Set, Glassware, Platedware, Cutlery, Ice Chest, Meat Safe, American Bed with Spring and Hair Mattresses, Couch, Chairs, Cheval Glass, Lady's Writing Desk, American-made Bureau, Wardrobe, Marble Top Toilet Table and Mirror, Marble Top Washstand and Services, Chest of Drawers, Clothes Horse, Bath Tubs, Commodore, &c., &c.

A COTTAGE PIANO, by DOERFEL STEINFELSER & Co. &c., &c.

Catalogues will be issued, and the whole will be on view the day before the Sale.

TERMS.—Cash before delivery in Bank Notes.

Hongkong, March 19, 1879. ap3

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE

PIECES of GROUND close to the water, viz:—Inland Lots Nos. 749, 751 and 752, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the

MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "DOUGLAS," Capt. Young, will be despatched for the above Ports on THURSDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co. Hongkong, March 24, 1879. mr27

FOR SHANGHAI (DIRECT). (Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN and NEWOH WANG.) The Steamship "GLENALLOCH," Capt. Taylor, will leave for the above Port on SATURDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 25, 1879. mr29

Sailing Vessels.

FOR NEW YORK.

The A 1 American Bark "T. A. GODDARD," Captain SMITH, will load here for the above Port, and has a quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 12, 1879. ap12

FOR SAN FRANCISCO.

The A 1 American Ship "CHARMER," Captain LUCAS, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 7, 1879.

FOR HAMBURG.

The A 1 German Schooner "FORMOSA," Captain BURGHARDT, Master.

For Freight, apply to VOGEL & Co. Hongkong, March 17, 1879.

FOR NEW YORK.

The A 1 American Ship "GOLDEN RULE," Lewis, Master.

For Freight, apply to VOGEL & Co. Hongkong, February 26, 1879.

FOR PORTLAND.

The A 1 American Bark "STILLMAN B. ALLEN," Captain TAYLOR, Master.

For Freight, apply to VOGEL & Co. Hongkong, February 26, 1879.

FOR LONDON.

The A 1 British Bark "STACATHRO," MILLAR, Master.

For Freight, apply to VOGEL & Co. Hongkong, February 18, 1879.

FOR SAN FRANCISCO.

The A 1 American Ship "BLACK HAWK," Howland, Master.

Intimations.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co.,
Proprietors.

Hongkong, November 29, 1878.—my29

F. HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply **BEEF, MUTTON, &c.**, from 1st October, and trusts that they may grant him their support.

Shop—WELLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

NOTICE TO MARINERS.

No. 98.

CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flag now in use at the Woosung Inner Bar Station, showing the depth of water on the bar during the day.

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24 feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

Imperial Maritime Customs,

Engineer's Office,

Shanghai, 31st Jan., 1879. apl

Depth of water in feet on Bar.	South Yard-arm.	North Yard-arm.	Depth of water in feet on Bar.	South Yard-arm.	North Yard-arm.
10	▲	●	17½	▲	●
10½	▲	●	18	▲	●
11	▲	●	18½	▲	●
11½	▲	●	19	▲	●
12	▲	●	19½	▲	●
12½	▲	●	20	▲	●
13	▲	●	20½	▲	●
13½	▲	●	21	▲	●
14	▲	●	21½	▲	●
14½	▲	●	22	▲	●
15	▲	●	22½	▲	●
15½	▲	●	23	▲	●
16	▲	●	23½	▲	●
16½	▲	●	24	▲	●
17	▲	●	24½	▲	●

Volume Seventh of the "CHINA REVIEW."

Now Ready.

No. 4.—Vol. VII.

OF THE "CHINA REVIEW" CONTAINS—

Journal of the Book of Rites.
Brief Sketches from the Life of K'ung-tung.

The Ballads of the Shik-ling.
Translations of Chinese School-books.
The Critical Disquisitions of Wang Ch'ung, Alchemist in China.

Appendix to Wylie's "Coins of the Ch'ing Dynasty."—Hien Fung Period.
Short Notices of New Books and Literary Intelligence.

Notes and Queries:—
A Few pretty Additions to Dr Douglas's Dictionary.

Trouts in China.
Ancient Vases.
Inheritance.

Greeting the Spring.
Adoption.
The Term Kwal.

Mongol and Yuan-pao.
Leasehold Usage.
Chinese Coins.

Coronation of the King of Lochoo.
The Outing Alphabet.
Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, March 21, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

NEUSCHUTZ GIBSON, American barque, Capt. D. 1 red-rod.—Meyer & Co.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kronsche.—Wiel & Co.

GOLDEN FLEET, British barque, Capt. James Wiltshire.—Gillman & Co.

ONETTA, British ship, Captain S. Clyma.—Gibb, Livingston & Co.

JAN PETER, German barque, Capt. Kih. Ewert.—Meyer & Co.

URANOS, Norwegian barque, Captain L. Berg.—Arnholdt Karberg & Co.

CHARLOTTE, British barque, Captain John Harrison.—Douglas Lapraik & Co.

ALICE, German steamer, Capt. Budje.—Order.

Intimations.

NOTICE.

Estate of JAMES GYE, Medical Attendant at the Chinese Government Coal Mine, near Kelung, Deceased.

CLAIMS against the above Estate should be lodged with the Undersigned not later than the 15th day of April, 1879.

A. FRATER,
H. B. M.'s Consul.
Tamsui, 12th March, 1879. apl

Notice to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. ANADYR.

NOTICE.

CONSIGNEES of Cargo per S. S. *Euphrate*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 21st instant, at 1 p.m., requesting it to be landed here.

Goods remaining unclaimed after Friday, the 28th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 21, 1879. mr28

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Ex "Ava."
H. J. A. H. (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London.

Ex "Amazona."
M. F. (in diamond) J. W. P. (underneath) No. 4045, Order, 1 case Cotton, from London.

J. H. H. No. 14, Order, 1 case Hosiery, from London.

Hongkong, March 15, 1879.

To-day's Advertisements.

FOR AMOY, TAMSUI & TAIWANFOO. The Steamship "HAILONG."

Captain GOODE, will be despatched for the above Ports on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., Hongkong, March 26, 1879. mr30

SHIPPING.

ARRIVALS.

March 25, midnight, *Fuyew*, Chinese steamer, 920, Cross, Shanghai March 22, 11 a.m., General.—C. M. S. N. Co.

March 26, June, H. M. corvette, 1029, James A. Poland, Yokohama March 10, and Nagasaki 19.

March 26, *Bowen*, British steamer, 1500, Miller, Sydney Feb. 25; Moreton Bay March 1; Keppel Bay 2; Bowen 3; Cleveland Bay 4; Cooktown 5; Thursday Island 7; and Singapore 19, General.—GIBB, LIVINGSTON & Co.

DEPARTURES.

Mar. 26, *Atlanta*, for Hoihow.
26, *Rajanattanahar*, for Bangkok.
26, *Ningpo*, for Shanghai.
26, *Fuyew*, to Canton.

CLEARED.

Deucalion, for Shanghai.
Forward, for Portland (Oregon).
Douglas, for Coast Ports.
Stonewall Jackson, for Portland (Oregon).

PASSENGERS.

ARRIVED.

Per *Bowen*, from Sydney, &c., Mrs. Miller, Mr. T. A. Singleton, Capt. Schultze and daughter, 1 European in the Steamer, and 350 Chinese.

Per *Fuyew*, from Shanghai, 101 Chinese.

DEPARTED.

Per *Atlanta*, for Haiphong, Messrs O. von der Heyde, Constantin, and Carrique, Mr. and Mrs. Symphon, one French Soldier, and 28 Chinese; for Hoihow, 70 Chinese.

Per *Ningpo*, for Shanghai, Miss Porter.

Per *Rajanattanahar*, for Bangkok, 388 Chinese.

TO DEPART.

Per *Forward*, for Portland (Oregon), 276 Chinese.

Per *Douglas*, for Coast Ports, 6 Europeans, and 480 Chinese.

Per *Stonewall Jackson*, for Portland (Oregon), 1 European, and 382 Chinese.

SHIPPING REPORTS.

The Chinese steamer *Fuyew* reports: Fresh Northerly wind and fine to Tung-ying, then strong N.E. wind and ran as far as Chapel Island, thence to port moderate breezes and fine weather.

The British corvette *June* reports: Experienced strong favorable winds or calms on the way from Nagasaki.

The E. and A. S. *Bowen* reports: On the 25th Feb. at 12.15 p.m. left Wharf at Sydney, and 27th at 4.50 p.m. anchored in

Moreton Bay, March 1st at 1 p.m. proceeded; 2nd at 8.37 p.m. anchored in Keppel Bay, and at 9.40 p.m. left; 3rd stopped off Bowen at 10.45 p.m., and at 11.15 p.m. left; on 4th at 8.30 a.m. arrived at Cleveland Bay, and again proceeded at 12.40 p.m.; 5th at 10.50 a.m. anchored off Cooktown, and at 6.10 p.m. proceeded; 7th at 10.55 a.m. anchored off Thursday Island, and at 4.35 p.m. left; 17th at 4 p.m. arrived at Tanjong Pagar Wharf, Singapore; 19th at 5.50 p.m. proceeded for Hongkong, and on the 26th at 11.30 a.m. arrived in Hongkong Harbour. The *Bowen* experienced light head winds and calms to Singapore, and from thence to Hongkong strong N.E. monsoon with heavy head sea.

POST OFFICE NOTICES.

MAILS will close:—
For MANILLA.—
Per ship *Sydenham*, at 3 p.m. To-morrow, the 27th inst.

For SAIGON.—
Per *Flintshire*, at 3.30 p.m., on Thursday, the 27th inst.

For STRAITS, SUEZ, COLOMBO, AND LONDON.—
Per *Prism*, at 10.30 a.m., on Friday, the 28th inst.

For SHANGHAI.—
Per *Glenfalloch*, at 5 p.m., on Friday, the 28th inst.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Satohara*, will be despatched on SATURDAY, the 29th inst., with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Gastie* will be despatched on TUESDAY, the 1st April, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, March 26, 1879. apl

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Amazona* will be despatched on SATURDAY, the 5th April, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Alaska* will be despatched on TUESDAY, the 15th April, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, March 21, 1879. apl5

HOURS OF CLOSING.

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—
5 p.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

Day of departure.—
7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—when the Post Office Closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

General Memoranda.

FRIDAY, March 28:—
Goods per *Anadyr* undelivered after Noon, subject to rent and landing charges.

SATURDAY, March 29:—
Daylight.—*Glenfalloch* leaves for Shanghai.

Noon.—English Mail leaves for Ports of Call and Europe.

2 p.m.—Sale of Household Furniture, &c., at Fairlie's Lower Floor.

SUNDAY, March 30:—
Daylight.—*Hailong* leaves for Amoy, &c.

TUESDAY, April 1:—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

WEDNESDAY, April 2:—
8 p.m.—Meeting of Zetland Lodge.

THURSDAY, April 3:—
3 p.m.—Sale of Household Furniture, &c., at Mr. Vogel's residence, No. 2, Queen's Road.

SATURDAY, April 5:—
Noon.—French Mail leaves for Ports of Call and Europe.

TUESDAY, April 15:—
7 p.m.—American Mail leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Douglas* leaves for Coast Ports.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & CO.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

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OF

DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH,

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MANUFACTURES

OF

Soda Water, Lemonade, Tonic Water,

Gingerale, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.20 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, MARCH 26, 1879.

The following Notification appears in the Government Gazette of this day's date:—

GOVERNMENT NOTIFICATION.

Frederick Stewart, Esquire, having reported his return to the Colony, has resumed his duties as Head Master of the Central School from the 21st instant.

Under instructions from the Right Honourable Sir Michael Hicks-Beach, Secretary of State for the Colonies, the Office of Inspector of Schools and of Head Master of the Central School are separated.

His Excellency the Governor has been pleased to appoint the Revd. Dr. E. J. Eitel to be Inspector of Schools.

By Command,
W. H. Marsh,
Colonial Secretary's Office.

Hongkong, 25th March, 1879.

We have no hesitation in characterizing the above announcement as the official record of a very serious blunder, and also of an act of great injustice, on the part of H. E. the Governor, towards an old and respected servant of the Colony.

The official changes above notified will be matter for surprise to many, they will cause pain to not a few, and their announcement will again bring forcibly before the community the fact that Mr. Hennessy is gifted with a talent for doing most extraordinary things in a very extraordinary way.

Were the object of the Queen's Representative to disorganize the service in this Colony by introducing discordant elements into its ranks, by humiliating those who have honourably and faithfully served the Government and the public, and by checking the legitimate promotion of the subordinate officers of any department, then such an unfortunate design might in great measure be fulfilled by acts like the supersession of Mr. Stewart above recorded, and the immediate effects of such displacement.

We would be very sorry to allege that Mr. Hennessy has not the good of the Colony and the welfare of its service at heart, because, after a fashion of his own, he doubtless tries to perform his duty as a faithful servant of Her Majesty; but the eyes of any one conversant with the history and conditions of Hongkong cannot be closed to the effects of such action as that now directly aimed at the gentleman who, up to yesterday, filled the responsible position of Inspector of Schools. It may not be generally known that Mr. Stewart has been Inspector of Schools and Head Master of the Central School for over seventeen years—having come fresh from the Aberdeen University with first-class honours to take up the appointment in December 1861—and that he has acted in that capacity, with the exception of the periods when he served as Police Magistrate and Coroner, ever since that date.

If earning the entire confidence of successive Governors up to the reign of Mr. Hennessy, and deserving the universal respect and esteem of an ever-shifting community, mean anything, then the post of Inspector of Schools was a position which the officer who had so long and ably filled it might fairly claim as a right. But let us see how the thing was managed. Before Mr. Stewart left for England on leave, it had become evident that, while the Inspector and Head Master was the champion of the Central School, the Governor had become a very doubtful friend of that institution and looked coldly upon those who warmly advocated its claims. During Mr. Stewart's absence, His Excellency did not cease to attack the Government system of education, and certainly was not guilty of any superfluous courtesy in commenting upon the acts of the absent official. Judging fairly from the surface of current events, the sympathies of the community and Mr. Stewart lay in one direction, while the Governor and the denominational party had a strong leaning the other way. The services of Dr. Eitel were enlisted partly from that gentleman's liberal and denominational views and partly because of his deserved reputation as a scholar; and the post of Inspector of Schools and that of Head Master of the Central School were made distinct. To the separation of the two offices no reasonable objection can be made; but when the experienced Inspector is quietly relegated to the comparatively subordinate position of Head

Master without any explanation, and without even the salve conveyed by "provisionally" or "acting," the community naturally inquire whether Mr. Stewart has been guilty of any grave official crime, or whether the serious departmental sin of independence has militated against his obtaining his just rights. It seems to us impossible that this action on the part of Mr. Hennessy can meet with the approval of the Secretary of State.

Concerning the last paragraph of the notice, that referring to the new head of the Education Department, we think that the community have grave reason for complaint. Mr. Hennessy has gained some little credit for his endeavours or promises to improve the interpreting and translating branches of the service, and he has obtained votes towards that end. Dr. Eitel was generally regarded as the best man who could possibly be obtained for this particular department, and the matter was regarded as settled; but with that fatal facility in expedients and surprises for which the Governor is so celebrated, the worthy Doctor now turns up as "a dark horse" which Mr. Hennessy has been secretly keeping in reserve for this other race, and wins the cup for which he was never originally intended to run. The new Inspector of Schools is thus placed in a false position, the late Inspector has been treated harshly and unjustly, the subordinate officers of the Central School have been cruelly disappointed, and the community of Hongkong have had a fresh reminder of the old Singer's advice "Trust not in princes or men's sons."

We should be sincerely pleased to see Dr. Eitel filling a suitable post in the Colonial service; at present he is "the round man in the square hole," and he has to thank Mr. Hennessy for the awkwardness of his position. For the sake of all concerned it is to be hoped that the Interpretorial and Translation Department may speedily be formed.

LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected here about the 9th or 10th

with stealing one gold finger ring valued at \$20.

Mr. Ross stated that at about 4 p.m. yesterday the two defendants went into the store and asked to be shown some rings. He had seen the 1st defendant in the store three times before, who on each occasion went there to look at rings, but never made a purchase. Mr. Ross showed the defendants some rings, and the 1st defendant asked him to put the case of rings out, but he refused. He handed the defendants five rings which he placed on the top of the show-case. They examined the rings; the ring produced in Court, Mr. Ross said, was one of the five rings handed to the defendants. The two defendants stood together bargaining about the price for about eight minutes. He (Mr. Ross) knew that the ring in Court was still in their possession because they had not replaced it on the case, and the other four which they had been looking at. They moved towards the door, and Mr. Ross then accosted them and enquired what they were going to do with the ring. He spoke in English; the 1st defendant understood a little English. An umbrella was taken from the hand of the 2nd defendant and turned upside down, when the ring fell from it to the floor.

When called upon for their defence, the 2nd defendant said he knew nothing about either the umbrella or the ring. The umbrella was the property of the 1st defendant, and was never in his (2nd defendant's) possession. He (2nd defendant) went into the shop to look at some men purchasing; he was a seaman unemployed, and only arrived in the Colony the day before yesterday. He did not know complainant's house, and could not find it again. He never saw 1st defendant before, and never spoke to him in his life.

The 1st defendant, who had been kept out of Court while the 2nd defendant was making his defence, said that he had known the 2nd defendant for 2 or 3 months, and that they went to the complainant's shop to buy a ring. They lived together at Second Street. The umbrella was the 2nd defendant's property. Complainant wanted \$10 for the ring, and he (defendant) offered first \$7 and then \$5; but finding they could not come to terms, he turned to leave the premises when he was accosted by the 1st defendant, who was accused of stealing the ring. He was searched, but nothing was found. He did not see the ring fall from the umbrella, nor did he see it picked up from the floor at the 2nd defendant's feet. He (1st defendant) was a coffee dealer; his establishment was at Swatow. He did not know 2nd defendant's occupation.

Mr. Ross, on being recalled, stated that after he had given the defendants in charge, he found a revolver on the chair in the store, near the place where the 1st defendant had been standing; the revolver was not there before.

The case was remanded.

Teang Ahn, a cargo boatman, and Wong Akau, a coolie, were charged with practically attacking fishing boat No. 430 and stealing \$20 in silver, and clothing valued at \$20, on the 14th instant. The case was remanded, as the fishing boat is absent from the Colony at present.

Marine Court.

LOSS OF THE S.S. "YESSO."

MARCH 25.

A Marine Court of Enquiry was held at the Harbour Master's Office this afternoon, to investigate into the circumstances attending the loss of the British steamer *Yesso*, official No. 48,343, which was lost on the White Dogs rocks on the 17th.

The Court comprised:—Hon. C. May (Chief Police Magistrate) president; J. P. McEuen, Esq., Acting Harbour Master; Robert Thomson, Esq., Master British steamer *Radnorshire*; H. B. Gibb, Esq., Unofficial, Governor of the Peace; and Captain McMurdo, Government Marine Surveyor.

Captain Samuel Ashton, sworn, deposed:—I was the master of the late steamer *Yesso*. I have been at sea 24 years, and on this coast since 1857, and have held a master's certificate since 1864. I first commanded in 1866, and have been since that time, with the exception of 2 years, on the 14th instant, for Swatow, Amoy, and Foochow. The ship's company consisted of 63 persons, including myself. We had about 200 passengers, 25 boxes of specie, valued at \$100,000, about 200 chests of opium, 50 tons of lead, and a general cargo. We anchored at Hope Bay on the night of the 15th, got under way again at daylight, and got into Swatow about 8 a.m. On Monday we discharged about 300 tons of cargo and a number of the passengers. Left Swatow about dark the same evening (17th). At 6.10 p.m. I took the ship out of the river. We had about 90 Chinese and one European passenger (Mr. Sheppard). The wind was about N. E. by E. We cleared the land at about 7 p.m. The wind was light and sea smooth. The night was dark and inclined to be foggy, with a falling barometer. I did not deem it prudent to shape a course through Namoa Straits which is my usual route. At 7.15 p.m. I shaped a course E. by S. by the compass; that is, true E. by S. At this time the high summit of the Cape of Good Hope bore S. W. true, distant about 2 miles. It was my intention then, if it came on foggy to go to the southward of the Boat Rocks. At this time the tide was at the second hour of the ebb the tide went down to dinner, leaving the Chief Officer in charge of the deck. At 7.40 p.m. the Chief Officer came down, and reported to me that the Lamook light was in sight. We were then steaming at the rate of 8½ knots an hour; the light was distant about 22 miles. About 8 o'clock I went on deck with Mr. Sheppard, and at 8.30, the light still being in sight, altered the course and steered direct for it, our head being E. by N. by compass, giving a true bearing of the light E. by N. I then went to my room, leaving orders with the officer of the watch (the 2nd officer) to steer direct for the light. I was several times on the bridge taking the bearings of the light between 8.30 and 8.50 p.m. At 9.00 p.m. I went on the bridge, and remained there. The light was right ahead. I noticed that there was a southerly set of the tide; and therefore heaved up E. and by N. giving a true course of E. by N. At 10.40 p.m. I went into the chart-room and picked off the ship's position on the charts. I allowed the vessel to have made 7 miles an hour through the water. I allowed one mile an hour current against her, so that I allowed 6 miles an hour over the ground. There was also a slight set to the southward, but not a great deal, as the bearing of the light was not very much altered. The light bore E. by N. distant 6 miles. I was in my sleeping position at 10.40 when I altered

the course to E. by N. by compass, giving a true course of E. by N. by compass, and I steered on this course for 5 or 6 minutes, when there came a very vivid flash of lightning, and I saw, or fancied I saw, that we were much nearer the light-house than I had at first supposed. The Lamook island appeared not to be more than 2 of a mile distant. I fancied I could see plainly the dwellings of the light-keepers. I therefore concluded that I had allowed too much for the current. I then altered the course, bringing the light on my port bow, intending to pass through the channel between White Rocks and Lamook island. About 11.15 the ship struck on the rocks. I thought I saw something black on the port bow about three seconds before we struck. I thought it was a portion of the island, and I gave the order "hard a port," but before the helm was altered the vessel struck. The night was very dark, but the light showed up brightly. The bearing of the light altered very rapidly after I brought it on the port bow. The log was hove every 2 hours. She was going 8½ knots at 8 o'clock, and at 10 o'clock 8 knots. There was a man in the chains from ten o'clock until she struck. There was a man on the look-out forward. Two or three minutes after passing the red light which shows over the Boat Rocks, the vessel struck, her head at the time being about E. I signalled to stop the engines. I did not give the order to go astern, because I thought there was danger of the ship going down in deep water. I also knew she had no water-tight compartments. I gave orders to clear away the boats, but not to lower them. I also ordered to sound the ship, and to sound round the ship. At first there was no water reported in the ship. The men sounding round the ship found 6 fathoms abreast the paddle wheel, both sides, and 6 fathoms over the stern. The rocks under the bow were scarcely visible at the time she struck. I called my Chief Officer and the Chief Engineer up, and conferred with them as to the advisability of attempting to back off on the rocks. The result of our conference was that we held it unadvisable then. About ten or fifteen minutes after this, the Chief Engineer reported to me that the vessel was making water. I ordered the after bilge pump to be used, at the same time the boats to be lowered, passed astern and provisioned. By this time this was done the ship was making water rapidly. I ordered the passengers, or as many of them as could safely go, to get into the ship's boat. This was done quite orderly; each boat was hauled up to the starboard ladder, and they went into the boats there. I told them to drop astern, and gave them strict orders that they were to hang on to the ship till daylight. There were four boats; they were in charge respectively of the Chief, Second, and Third Officers, and the Boatwain. I do not know how many people were in the boats. They were loaded with due regard to safety. All the rest of the people on board I ordered forward. When I found she was making water rapidly I ordered the engines to be turned ahead slow, and also put out an anchor from the bow. My great fear was she would slip off the rocks. The engines were kept moving until the water put out the fires, when we eased off steam. While the passengers were being put off into the boats I had blue lights and rockets fired, in hopes of attracting any passing vessels or fishing boats. In about an hour from striking, the ship was at an angle of 45 degrees, the after part of her being under water. The water was up to the engine room door, or forward sponsons. At the time of striking, the sea was smooth, and the wind and sea increased towards daylight. At daybreak the chief mate, who was alongside by the starboard paddle box, reported to me that the other three boats had disappeared. I knew at midnight that the second mate's boat had drifted away from the ship. Shortly after daylight the ship commenced to break up. I landed, at daylight we saw rocks that I knew, and judged our position. I sent the remaining boat away to land the passengers on a large rock which was seen above water, a quarter of a mile to windward of us. They did that, and came back to the ship, and took another lot off. There was also a native fishing boat which came off to our assistance. The ship's boat, after making two trips, did not return; and I was then left with 16 other people on board. By this time the water had risen, and it was blowing a heavy gale. We remained forward until the ship broke to pieces, when we took to the port paddle box, and when that was washed away we managed to get on to the walking beam. During this time, in endeavouring to get from the forward part of the deck to the paddle box, a small boy, some seven years of age was washed overboard, and drowned. The father or person in charge of this boy, was one of the passengers who remained on board. It was impossible to do anything to save the boy. When the fishing boat saw the ship eventually rescued us, came towards the ship about noon, she did not attempt to come alongside of us; she anchored about 300 yards from the ship. About half-past two in the afternoon, when the water had fallen, she made a successful attempt to come alongside, and succeeded in landing us on the rock where the passengers were that had been landed by the Chief Officer's boat. About 8 o'clock a large steamer, which proved to be the *Gaio*, came in sight. She observed our signals and immediately came to our help. Captain Kidley anchored his steamer, and sent his boat ashore for those on the rocks, who, some going off to the *Gaio* with me in the fishing boat, were all relieved in two trips. About four, or half-past four, the *Halilong* was sighted. I then went on board her to confer with Capt. Goode as to the wisdom of remaining by the wreck. As it was blowing a gale of wind, and as nothing could be done, without lighters and divers, Capt. Goode decided to go to Hongkong. I came with him, and arrived here on the morning of Wednesday the 19th. The *Gaio* had arrived an hour before us. The fishing boat people behaved very well indeed. The crew deserves great praise for their action. I do not know that; had she not helped us, we would have lost our lives. The *Gaio* would probably have seen us. After we saw the steamer we lost sight of her for half an hour through a squall. Captain Kidley deserves great praise for the way in which he brought his ship up in such a quarter to save us. We received great kindness from the Captain of both the *Gaio* and *Halilong*, and their officers.

As soon as he was past the light he could shape a clear course for Amoy. Going to the North there were other rocks in the way; and for this reason he did not go to the N. Witness continued:—I did not think I was running any extraordinary risk in taking this channel, because I had the light to guide me. Had I done what I usually do—run for the light until I made the island—this accident would not have happened. I was deceived by the flash of lightning which, I believed, showed me quite distinctly the dwelling houses etc., on shore, and made me fancy that I was much more nearer it than I really was. The night was intensely dark, but I did not realise this until after we struck. The lights showed well enough, everything, but seeing the light so well I considered we were quite safe. When we struck, the engines were going a little faster than they were at 10 o'clock. The soundings would have given me a better test of our position, but as I did not consider we were in any danger I did not stop the ship and sound. The lead was being hove, but found no bottom. I have passed through this channel perhaps some thirty or forty times, at night. On a fine night I should have gone through the Namoa Straits, but did not deem it prudent on this occasion, as the night threatened to be foggy. I consider it was quite prudent to go 8 knots an hour on a night like that, approaching the channel between the Lamook island, and the White Rocks. The reason Capt. Goode and I agreed that it was useless to stand by the wreck then was that it was blowing a gale of wind, and that nothing could be done without divers and lighters; we thought it better to come to Hongkong for assistance. I have no complaint to make of the conduct of the boat's crew, who refused to return again to the ship after the second trip.

Edward Sheppard, merchant, Foochow, who was a passenger on board the *Yesso*, deposed:—We left Swatow a little after 6 p.m. On the 15th, Capt. Ashton being on deck. He then came down to dinner. A little after eight o'clock I went on deck, and into his cabin, and was with him until 11.30. During that time the Captain asked the Officer on watch several questions, going out on deck several times. After I turned in, I heard the man who was heaving the lead, but did not hear what the words were. I was awakened by a shock, and, going on deck, found the vessel was on shore. I returned to my cabin and dressed. We were told by the Captain to go to the fore part of the ship. I told the Foochow men to obey the Captain's orders, which all did. The boats were then got ready and shortly after, as the ship began to settle down, most of the passengers were put into them. Some of us remained by the ship's side all night. The light appeared much closer when we struck than we found it actually to be when daylight came. At night it was so extremely dark that we could not see the rocks from the bows of the vessel, except through the flashes of lightning. The got off by the first boat to a rock above the water, shortly after day-break, by which time the ship was breaking up. The chief officer returned once to the ship and brought some passengers off to us again. The fishing boat then went twice, and eventually they were all brought from the ship. There were two fishing boats; the men were taken over by one from the other. They refused to go at first as it was blowing so hard, there was great risk in the ship's men going again; they were tired. I cannot say they were justified in refusing. The Chief Officer believed they should be made to go. The boat was one of the ship's life-boats. The fishing boat took some hours to get to the wreck. The life-boat afterwards broke adrift and went out to sea. The fishing boats were deck-boats of considerable size; they would carry 15 people without the crew; more than that number were brought. I did not see the boy drowned; that was after I left. There were two Engineers (Europeans) on board with Captain Ashton, and a number of Chinese, when I left. All the Captain's orders were carried out promptly, and in an orderly manner. Everything that could be done was done to save passengers and crew. The boats were ordered to lie alongside till morning, but in the morning only one was left. The night was pitch dark. Considering the short distance between Swatow and the island, and that the light was in sight nearly all the time, do not consider that there was any particular risk in Captain Ashton adopting the course he did.

Capt. McEuen.—That is from a landman's point of view, of course?

Witness.—Yes.

By Capt. Ashton.—I was on deck soon after the ship struck, and heard you conferring with the Chief Mate and Chief Engineer as to the advisability of attempting to back the ship off. They agreed that it would be unsafe to attempt anything of the kind.

Witness was thanked by the Court for his attendance, and the information he had given.

William Young Hunter, the chief officer, deposed:—I have been at sea about 17 years. (Certificates, Chief Mate's and Master's, handed in.) I have been twelve years an officer; six years in China, three years and a half in the *Yesso*. I recollect the vessel leaving Swatow on the 17th, about 6.10 p.m. I proceeded down the river, until we got clear of the Sugar Loaf Cape. I took bearings of the high summit of the Cape of Good Hope at 7.15. It bore S. W. I should say it was about 4 miles off. The course was then set E. by S. true, at 7.40 I sighted the high Lamook light bearing E. by N. true. When I left the deck at 8 or 10 minutes past 8, the course was still the same. I have the log in at 8; she was then going about 6½ knots. The patent log was also set and put over, when the high summit bore S. W. It was not hauled in at 8 o'clock. The night was dark, the wind about N. E. by E., a fresh breeze; but not very much sea on them, as we were under the shelter of Namoa Island. I turned in about 8.30, and know nothing of what went on till I felt the ship strike. The gongs in the engine room were struck immediately. I at once went on deck. I went to see that the boats were all clear and ready for lowering; and was told not to lower them then, I sounded the pumps, but she was making very little water for the first 20 minutes. Sounded round the ship, and over the stern found 6½ fathoms; at water fore-gangway I found about 8 ft. of water. I took the bearing of the light roughly, ten minutes or a quarter of an hour after she struck; it bore N. E. nearly. I looked about a mile and a half off at first when I came on deck when I took the bearing it seemed farther off; and later on it

seemed quite close. The Captain, the Chief Engineer, and myself had a conference as to the advisability of backing off; we came to the conclusion that if we did so she might sink in deep water and cause great loss of life. The boats were lowered, provisioned and manned, and passed astern. As soon as the ship began to make water rapidly the passengers were passed into them, one boat coming up to the gang-way at a time. The Captain gave orders that the boats were to remain by the ship till daylight. By the time my boat was made, the steamer had begun to settle down; the stern was under water. I then made fast to the starboard paddle-box. I remained there until daylight, when I found my boat was the only one remaining. I came on board the ship and reported to the Captain that all the other boats were gone. He told me to bring my boat to the port side. This was done. All the passengers came on deck as it was intended to send a rope from the ship to a rock close to; but it was found that this was impracticable. As I found the passengers jumping into my boat, so as to risk swamping her, I pulled away from the boat, and landed the passengers I had on a rock a quarter of a mile off. I came back and managed to get up to the ship and get more of the passengers into the boat; landed them on the rock too. The crew of my boat said they were tired, and asked me to get a sampan to go off. I thought they wanted a rest only, and got a fishing boat to go off. I hoped she would bring off all those remaining. After she left the ship, however, I could see that there were still people on the wreck. There I tried to induce these other men to go off again, and then tried to bully them into it; but all except one man refused to go. There were six of them. I am afraid we would not have been able to reach the wreck. Another boat, a fishing boat, went, but could not fetch the wreck. She anchored right astern the wreck. After being there some two hours she managed to get to the wreck, and saved Captain Ashton and the others, landing them on the rock where we were. About an hour and a half afterwards the *Gaio* came up, and sent a boat ashore for us. I do not know if we were seen by the people of the Lamook island; the steamer ought to have been seen, at all events her funnel and masts.

By Mr. May.—I have repeatedly been through this Channel since I have been in the *Yesso*, nearly always at night, but oftener going from Amoy to Swatow. Running from Swatow to Amoy we generally use the Namoa Straits, except on dark dirty nights, when we use the channel between Lamook island and the White Rocks. I have experienced no difficulty in making out the distance of the light. We have generally passed it about a mile distant. I have been in command of a steamer here myself, for two voyages. I came down the river by the Namoa Straits. Had I been in command of the *Yesso* should have adopted exactly the same course Captain Ashton did. I believe the misconception as to the distance of the light was hanging about, as a haze, I should call it, arising from rain.

By Captain Ashton.—When I took the bearings of the light I could not tell the exact distance off.

Court adjourned till to-morrow at 10 a.m.

Second Day.—March 26th.

The Court sat to-day at 10 a.m. Captain Ashton asked to be allowed to call witnesses, Captain Goode, and Captain Burnie, to corroborate his statement that the channel between the Lamook island, and the White Rocks was the usual and ordinary channel for coasting steamers. Capt. Burnie had been through the Channel a great many times, and used it at night.

The President said he had, individually, no doubt that this was the usual channel night and day; but for the satisfaction of the Court, and for his own satisfaction, Capt. Ashton could, as he had a perfect right to do, call any witnesses he chose, and the Court would be glad to hear them even although it might be a work of supererogation.

Captain Ashton did not wish to call the witnesses if the Court considered it unnecessary.

The Court decided to hear the evidence. Frederick Tickell, the third officer, whose certificate (second mate's), granted at Melbourne was lost in the wreck, said:—I took charge of the deck at 8 o'clock on the night of the 17th, relieving the chief officer, Mr. Hunter. We were steering E. by S. by the compass, that is, E. by S. true, the course given by the chief officer, who told me the vessel was going 6½ knots. The wind was about N. E. by E., a moderate breeze then; night very dark. We continued on that course till about 8.30. There were no lademen in the chains then. At 8.30, altered the course, by Captain's orders, to E. by N. by the compass, E. by N. true. The Lamook light was in sight when I got on deck, and the course to which the vessel was changed was straight for the light.

About 9.00 the Captain came out on deck, looked at the light, and then ordered me to alter the course to E. by N. Showery squalls were constantly coming over us. The effect of altering the course was to bring the light a very little on the starboard bow. Capt. Ashton ordered the course to be altered to E. by N. by the compass. A few minutes after receiving this order, the Captain told me to put a man in the chains, and we kept the lead constantly going, but got no soundings. The lead in hove from forward of the wheel on the starboard side. He would have a scope in bearing of two fathoms; and some 13 fathoms of line. With this scope bottom could be struck in 7½ fathoms at the rate the ship was then going. About 5 minutes afterwards the Capt. altered the course back to E. by N. true; then the light was a little on the port bow; we could see it very plainly, quite bright. So far as I know, this course was continued up to a few seconds of the time she struck.

Asked by Captain McEuen.—"Might the Captain have altered the course a quarter of a point or so without your knowing?"

Witness said:—Yes. I was keeping a look out with the glasses. I thought we were getting close up to the light. Between ten minutes and a quarter past 11, there was a second bright flash of lightning, and I heard the Captain say "O, I see it," meaning the Lamook island; he then gave the order to port the helm, and immediately afterwards the vessel struck. The engines were at once stopped, and orders given to clear away the boats. The carpenter sounded the bell. I do not know with what result. A lead was cast over the

stern and found 8 fathoms. While the boats were being cleared away, I went down to the lazarette to see if the vessel was making water. I found about 12 inches of water and reported to the Captain. About ten minutes afterwards I went down again and found only about 13 inches. We began to work the after pump. The Captain then gave orders to lower down the boats. I went into the gig, and off. The Captain gave orders to remain by the ship till daylight. My boat was made in fast to the stern of the second life boat, in charge of the tidal; shortly after we got astern I found my boat and that in charge of the tidal adrift. I told him to let go my painter, and try to fetch up to the ship again. I lost sight of the tidal's boat. Failing to fetch the ship I tried to fetch up to the rocks on the port side, which we could just see. We could not do so as there was too much sea, and there seemed to be a current. I kept the boat's head to sea till about four o'clock, when the crew refused to work, there were only three men who could pull—and we had to drift. At daylight I rigged a sail, keeping the wind on the starboard quarter, intending to fetch Swatow. I sighted Green Island, near Cape of Good Hope, and ran into Hope Bay for shelter. We landed there by sampans. I then went overland to Swatow, where I found the second mate had arrived, and left again for the wreck in the *Halilong*.

By Capt. McEuen.—When the Captain altered the course, saying, "Oh I see it," how far off should you think the light was?—About a mile. That course, at the distance of a mile, would have taken us right through the channel. I must have been considerably mistaken.

Mr. May.—Can you account for your so misjudging the distance?—No. The light was quite high above the sea, and very bright, and did not seem more than a mile off. The night was extremely dark, and the light very brilliant. I have been four or five times through the channel at night by the *Yesso*.

Had this preternatural brilliancy of the Lamook light ever struck you before?—No.

By Capt. McMurdo.—Looking through the glasses, I saw breakers right ahead, but that was only immediately before we struck; too late to allow of anything being done to avert the ship striking. The rocks were almost level with the water.

By Captain Ashton.—I did not report to you that I saw the white foam. I saw it almost under her bows, and just before she struck,—in fact almost at the same moment.

By Mr. May.—There was a look-out man stationed right in the bows. I saw him relieve the other man at 10 o'clock. He reported nothing. I cannot say I saw the man after 10 o'clock, but I believe he was attending properly to his duty. I think I would have noticed his absence or inattention to his work.

By Mr. Gibb.—The distance from the wheel-house to the bows is 30 or 40 feet. The evidence being read over to witness he wished to say that there was no particular brilliancy about the light that night; it was just the same as usual. He remembered the Captain making a remark as to the light altering its bearings very rapidly after he altered the course.

Edward Burnie.—I am a master mariner, and have been on the China coast since 1860. I have been in command of a steamer since 1868. I have been accustomed to run between Hongkong, Swatow, Amoy, and Foochow. My custom, running between Swatow and Amoy, has been, at night, in ordinary clear weather, to take the passage through Namoa Straits. In rainy dark weather, when it is difficult to make out the land, I use the channel between the Lamook island, and the White Rocks, where we have had lights for the last four years. The lights are so powerful that they are liable to mislead you. You must be quite near them or a good distance off; and great caution is undoubtedly required. Were I in the least doubtful I should reduce speed. Running for the light on an E. by N. bearing and not being certain of the distance I should ease the engines. I have done so once. I have passed through the channel five times at night since the light was established. The character of the deception is that one imagines himself nearer to the light than he really is. It is very deceptive at a distance of a mile, or a mile and a half. You steer straight for the light until you edge away for the channel; and I should be sure I was near the Island before bearing off. In thick rainy dark weather, when the lights are visible, I should use this channel in preference to all the others.

By Captain Ashton.—If I felt certain of my position I should not slow my engines; but if I had the least doubt I should reduce speed very considerably.

Captain Ashton: If you had kept away, and had the light on your port, would you slow?—I would not keep away until I was quite sure I was close to the island, a distance say of a quarter of a mile.

By Capt. McEuen.—There is no means of determining your position except absolutely seeing the Island. The lead is no guide. The Island is steep to.

Frederick Goode, in command of the *Halilong*, deposed:—I have been at sea since 1866, on the China Coast since January 1870, and in command since April 1878. During the time I have always used the channel between Lamook island and the White Rocks coming down from Amoy, since the light was established, except in heavy fog. I have been through at least 30 times, always at night. I went through this channel on the morning of the 18th, shortly after four o'clock. It was quite dark, with heavy squalls of rain from N. N. E. I did not slow the engines. I do not remember ever once seeing the engine slowed there on any ship I have been an officer of. So far as I know it is not the general custom to slow the engines in approaching this channel. We generally pass in after I have taken charge of the watch. I have nearly always been on deck when we have passed through. I cannot remember ever having used this channel going from Amoy to Swatow.

By Mr. May.—I have nearly always seen the island. I find my position by the bearings of the light. I have used the Namoa Strait once, and generally the Three Chimney-Bluff passage, going from Amoy to Swatow.

Lam Fook Too, deposed:—I was a seaman on board the *Yesso*, and remember the night she went on shore. I went on the look out from ten till twelve. It was very dark. I saw two lights, one white, one red, but saw no land up to the time the vessel struck. I neither saw rocks nor breakers. I could not see the island on which the light-house

Sattu, a Mohammedan, quarter-master, who was at the wheel on the night in question, deposed:—I was at the wheel, steering, from 10 o'clock. I got the course at 10 o'clock E. by N. and she was kept on that course until 10.45, when she was altered to E. by N. ½ N. for five minutes, then brought back E. by N. again; then twenty minutes afterwards the Captain called "hard a port," and the vessel struck. Her head was then E. From the wheel-house I could not see the light on Lamook island.

Archibald McIntyre, the chief engineer, deposed to being woken up by the shock, and instantly going to the engine room; saw the engines stopped, and safety valves released. Captain Ashton then sent for him, and asked him what distance off he considered the light to be. He said a mile or a mile and a half. The Captain asked him whether he thought it would be advisable to try and back her off. He said it would not be advisable, as the ship had no water-tight compartments, and he understood there was deep water under the stern. It being explained to the witness that the distance is much more than 1½ mile, he said, when he found next morning that the light was much further away than he had calculated, he attributed his misjudging the distance to the hazy and deceptive nature of the atmosphere, which he did not suspect at the time.

Balam, quartermaster, deposed:—I was sent into the chains at 10.30; found no bottom until, just immediately before the vessel struck, I got 7 fathoms. At the speed the vessel was going that night I could get the bottom at seven fathoms. It was a very dark night. I saw no rocks before the vessel struck.

It being held by the Court unnecessary to call more witnesses, the whole facts as to the wreck having been so fully deposed to, Capt. Ashton asked leave to address a few words to the Court. He said:—You have heard the evidence, and I have no doubt you will be able to come to a just conclusion. My certificate is in your hands, and my character as a careful shipmaster depends upon whether you censure me or not. I should beg of you before coming to a decision, to take into consideration that coasting steamers are in the habit of taking narrow channels, and that also at night and in strong and erratic currents. No master how careful one may be in his duty, and knowing every ship-master knows that it is always liable to error while navigating in such currents. Most coasters get into the habit of trusting more to their eye-sight than to their dead reckoning. I think on this occasion my dead reckoning was not far from the truth; but my eye-sight deceived me, and I trusted to it.

The Court was then cleared, and after a deliberation lasting nearly two hours, the Court was re-opened, and the President stated that a conclusion had been arrived at which could not be made public until approved by His Excellency the Governor.

Quotations.

HONGKONG, March 26, 1879.

OPIMUM—New Patna, cash, \$560

" " credit, —

" " Old Patna, cash, —

" " credit, —

" " New Benares, cash, 535

" " credit, —

" " Old Benares, cash, —

" " credit, —

" " New Malwa, cash, 780

" " credit, —

" " Allowance Teels, —

" " Old Malwa, cash, —

" " credit, 780

" " Allowance Teels, —

Exchange.

Bank, Wire, ... 3/64

" 30 days' sight, ... 3/64

" 6 months' sight, ... 3/7 3/4

Credits, ... 3/7 3/4

Documentary, 6 months' sight, ... 3/7 3/4

India, Wire, ... 218

" demand, ... 220

Shanghai, demand, ... 724

" 30 days' sight, ... 731

Bar Silver, 17 dwts. E., ... 109 1/2

Sycee, ... 109

Mexican, ... 2 1/2 c.

Gold Leaf, 99 1/2 fine ... 25.30

Sovereign, ... 5.58

Shares.

Hongkong Bank, 28 1/2 prem.

Union Ins. Society of Canton, \$1,450

North China Ins. Co., \$1,300

China Traders' Ins. Co., \$1,900

Yantai Ins. Assoc., \$1,700

Chinese Insurance Co., \$285

To Let.

HOUSE No. 4, PEDDAR'S HILL.
DAVID SASSOON, SONS & Co.
Hongkong, March 25, 1879.

TO LET.

(WITH IMMEDIATE POSSESSION.)
THE LOWER STOREY OF FAIRLEA,
West Point, with separate Entrance.
Gas and Water laid on; with Garden.
Apply to
SHARP, TOLLER & JOHNSON,
Solicitors.
Hongkong, March 25, 1879. mr30

TO LET.

MARINE HOUSE, QUEEN'S ROAD.
East—GROUND FLOOR, consisting of
OFFICES, COMPTROLLER'S QUARTERS,
and GODOWNS.
West—A RESIDENCE, with Business
Accommodation, complete.
Gas and Water laid on.
Each of these Premises can be Let in
whole or in apartments.
Apply to
E. R. BELLIOS.
Hongkong, March 11, 1879. ap1

TO LET.

GREEN MOUNT,
Possession on or before 15th May.
Apply to
GILMAN & Co.
Hongkong, March 4, 1879.

TO LET.

PORTION OF A HOUSE, very suitable
for OFFICES and DWELLING, also
for a STORE, Queen's Road Central.
Possession 1st March next.
Apply to
LANDSTEIN & Co.
Hongkong, February 4, 1879.

TO LET.

OFFICES ON THE FIRST FLOOR,
No. 8, QUEEN'S ROAD.
Apply to
J. NOBLE,
No. 8, Queen's Road.
Hongkong, March 13, 1879. ap13

TO LET.

IN THE HOUSES ON MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East:
FIRST FLOOR of Nos. 2 and 4,
Praya East.
As also,
A FRONT and BACK ROOM in the
DWELLING to the eastward of the Pier,
with part of its spacious Verandah. Imme-
diate Possession.
For further particulars, apply to
MEYER & Co.
Hongkong, March 4, 1879.

TO LET.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.
Also,
A SPACIOUS TIMBER YARD, close
to the Wanchai Pier. Timber received on
Storage or the Yard Rented.
For further particulars, apply to
MEYER & Co.
Hongkong, March 4, 1879.

TO BE LET.

On Shamien—Canton.
THE SPACIOUS PREMISES lately
occupied by Messrs OLYMPIANT & Co.,
Comprising: DWELLING HOUSE, with Go-
downs, Tea and Silk Rooms attached.
For Particulars, apply to
EDWARD DAVIS,
Canton.
Canton, March 12, 1879. ap12

TO BE LET.

**TWO Excellent STONE-FLOORED
GODOWNS,** on Marine Lot No. 10,
Praya Central.
Apply to
TURNER & Co.
Hongkong, August 1, 1878.

TO LET.

**FIRST CLASS OFFICES and GO-
DOWNS,** Nos. 54 and 59,
Praya Central.
Apply to
WO HANG,
Nos. 6 and 7, Praya West.
Hongkong, January 2, 1879.

TO LET.

THE SPACIOUS PREMISES lately
occupied by Messrs OLYMPIANT & Co.,
Comprising: DWELLING HOUSE, with Go-
downs, Tea and Silk Rooms attached.
For Particulars, apply to
EDWARD DAVIS,
Canton.
Canton, March 12, 1879. ap12

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For Particulars, apply to
EDWARD DAVIS,
Canton.
Canton, March 12, 1879. ap12

Occidental & Oriental Steam-Ship Company.

**TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE.**
IN CONNECTION WITH THE
CENTRAL

**UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES**
AND
ATLANTIC STEAMERS.

THE S. S. GALLIC will be despatched
for San Francisco via Yokohama,
on TUESDAY, the 1st day of April, 1879,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States, Mexico, Central
and South America, and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 31st March. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, March 22, 1879. ap1

NOTICE.
**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;

Also,
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON SATURDAY, the 5th April, 1879,
at Noon, the Company's S. S.
AMAZONE, Commandant LOEBNER, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
Noon.
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 4th April, 1879. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, March 25, 1879. ap5

U. S. MAIL LINE.
**PACIFIC MAIL STEAMSHIP
COMPANY.**

**THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.**

THE U. S. Mail Steamer ALASKA
will be despatched for San Francisco,
via Yokohama, on TUESDAY, the 15th
April, at 3 p.m., taking Passengers, and
Freight, for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE,
A REDUCTION OF TWENTY PER
CENT from Regular Rates is granted to
OFFICERS OF THE ARMY AND NAVY,
AND MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMISS-
ION.

Freight will be received on board until
4 p.m., of 14th April. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 8, Praya Central.
RUSSELL & Co., Agents.
Hongkong, March 21, 1879. ap15

INSURANCES.
ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above
Company, are prepared to grant Insur-
ances at current rates.
MELOHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

**SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.**

THE Undersigned having been appointed
Agents for the above Company, have
This Day taken over charge of the Hong-
kong Agency, and are prepared to grant
INSURANCE on MARINE RISKS at Current
Rates to all parts of the World.

MEYER & Co.,
Agents.
Hongkong, February 19, 1879.

INSURANCES.

**QUEEN FIRE INSURANCE
COMPANY.**

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

**LANCASHIRE INSURANCE
COMPANY.**
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia and Penang.
Kiosks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRY,
Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George the First,

A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.
Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE
COMPANY OF**

MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £100,000
Reserve Fund upwards of £120,000
Annual Income £250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

**THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.**

THE Undersigned having been appointed
Agents in Hongkong for the above-
named Company, are prepared to Grant
Policies against FIRE on Buildings and
on Goods to the extent of \$50,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.

Attention is invited to a considerable
reduction in Premium for Life Insurance in
China.
MEYER & Co.
Hongkong, August 13, 1878.

CHINESE INSURANCE COMPANY,

(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
Secretary.

Hongkong, December 9, 1878.

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**

Incorporated by Royal Charter and

Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.
GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Alice	7 h	Bunjo	Ger. str.	.....	Mar. 1		South Sea Island	put back
Argyll	5 h	Scott	Brit. str.	1271	Mar. 25	Jardine, Matheson & Co.		
Bellona	3 c	Ahrens	Ger. str.	789	Mar. 25	Siemssen & Co.		
Bokhara	5 c	Orman	Brit. str.	1775	Mar. 25	P. & O. S. N. Co.	Europe, &c.	Malla, 20th
Bombay	1 h		Brit. str.	749	Feb. 12	Kwok Acheong		
Bowen	4 c	Miller	Brit. str.	1500	Mar. 26	Gibb, Livingston & Co.	Australian Ports	
Cassandra	2 h	Langer	Ger. str.	937	Mar. 21	Siemssen & Co.		
Cheong Hock Kian	5 c	Webb	Brit. str.	956	Mar. 24	Bun Hin Chan	Amoy	Sands' Ship
Deucalion	5 c	Brown	Brit. str.	1634	Mar. 24	Butterfield & Swire	Shanghai & Yokohama	at daylight
Douglas	5 h	Young	Brit. str.	864	Mar. 22	Douglas Lapraik & Co.	Coast Ports	at daylight
Fame	6 h	Kopani	Brit. str.	117	.....	H. K. & W'poo Dock Co.		Tug Myin
Flintshire	2 c	Thomas	Brit. str.	1236	Mar. 19	Gibb, Livingston & Co.	Saloon	To-morrow
Gaelic	5 c	Kidley	Brit. str.	1712	Mar. 19	O. & S. S. Co.	Y'ham & San F'elco	1st prox.
Hailong	5 c	Goode	Brit. str.	277	Mar. 19	Douglas Lapraik & Co.	Tamsui, &c.	K'loon Dock
Ningpo	4 c	Cass	Brit. str.	761	Mar. 25	Siemssen & Co.	Shanghai	To-day
Norna	3 h	Walker	Brit. str.	604	June 28	Kwok Acheong		
Panay	5 c	Goyenechea	Span. str.	645	Mar. 20	Remedios & Co.	Amoy and Manila	
Radnorshire	7 c	Thomson	Brit. str.	1272	Mar. 22	Gibb, Livingston & Co.		
Sea Gull	8 h	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Yotung	2 h	Goggin	Brit. str.	286	Mar. 26	Kwok Acheong	Swatow	
Zephyr	1 h	Heuer	Brit. str.	.....	.....	Russell & Co.		
Sailing Vessels								
Abbie N. Franklin	8 c	Howes	Amer. bge.	480	Mar. 6	O. & S. S. Co.		
B. F. Watson	8 c	Hawkins	Amer. bge.	1126	Mar. 8	Butterfield & Swire		
Black Hawk	8 c	Boylard	Amer. sh.	459	Mar. 18	Vogel & Co.	San Francisco	
Carrie Wyman	7 c	Randell	Amer. bge.	287	Feb. 22	Meyer & Co.		
Catherine Marden	4 c	Marden	Brit. Sm.co.	1333	Jan. 8	Russell & Co.	San Francisco	
Chamer	4 c	Lucas	Amer. sh.	394	Mar. 20	Douglas Lapraik & Co.		
Choles	7 c	Harrison	Brit. bge.	1886	Mar. 9	Wieler & Co.		Coast Dock
Cilurnum	8 h	Beadle	Brit. sh.	188	July 18	W. H. Ray	Japan	
Coeran	4 c	Lindbergh	Ger. bge.	891	Mar. 8	Wieler & Co.		
Elizabeth Childs	4 c	Jurgensen	Ger. bge.	601	Mar. 19	Melchers & Co.		
Emil Julius	3 c	Merello	Ital. bge.	724	Mar. 23	D. Musso & Co.		
Emilio V.	3 c	Burgwaldt	Ger. Sm.co.	282	Feb. 6	Vogel & Co.	Hamburg	K'loon Dock
Forward	2 c	Vandevord	Brit. bge.	744	Dec. 17	Rozario & Co.	Portland (Oregon)	
Golden Fleece	4 c	Willshire	Brit. bge.	593	Mar. 7	Gilman & Co.		Wanchai P
Golden Rule	4 c	Lewis	Amer. sh.	1165	Mar. 18	Vogel & Co.	New York	
Harebush	4 c	Goudey	Brit. bge.	877	Jan. 16	Vogel & Co.	New York	
Highlander	4 c	Hutchinson	Amer. sh.	1352	June 18	Vogel & Co.		
Jacobine	3 h	Bang	Ger. bge.	336	Mar. 18	Captain		
Jan Peter	8 c	Ewert	Ger. bge.	336	Mar. 18	Meyer & Co.		Wanchai P
Johann Friedrich	8 c	Kroncke	Ger. bge.	242	Mar. 8	Wieler & Co.		Mo'd's Ship
Louise	3 c	Simons	Brit. sch.	280	Mar. 16	Gilman & Co.		
Mangrove	4 c	Thompson	Brit. bge.	350	Mar. 19	Tack Me Hong		
Marquis of Argyll	3 c	McKeon	Brit. bge.	600	Dec. 24	Rozario & Co.	Bangkok	
Nehemiah Gibson	4 c	Bradford	Amer. bge.	741	Feb. 23	Meyer & Co.		
Ponobscot	4 c	Chipman	Amer. bge.	1133	Feb. 23	Butterfield & Swire		
Onida	5 c	Clayman	Brit. sh.	2235	Mar. 16	Captain		
Orange Grove	8 c	Longmuir	Brit. bge.	359	Mar. 21	Geo. R. Stevens & Co.		
Quickstep	8 c	Barnaby	Amer. bge.	826	Mar. 13	Master		
Republic	8 c	Holmes	Amer. sh.	1361	Mar. 9	Captain		
Staut	7 c	Kwackhong	Norw. bge.	586	Jan. 26	Douglas Lapraik & Co.		
Stillman R. Allen	4 c	Taylor	Norw. bge.	586	Jan. 26	Vogel & Co.	Portland (Oregon)	
Stonewall Jackson	4 c	Bertlett	Amer. bge.	1102	Dec. 30	Russell & Co.	Portland	
Strathcroy	4 c	Miller	Brit. bge.	1160	Dec. 17	Vogel & Co.	London	
Strathmore	4 c	Hemsworth	Brit. bge.	500	Dec. 21	Captain		
Sumaride	4 c	Tobiasen	Norw. sh.	943	Jan. 9	Vogel & Co.	London	
Sumatra	8 h	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.		
Sydenham	4 c	Miller	Brit. sh.	1063	Jan. 5	Vogel & Co.	Manila	
Tartar	4 c	Kaemena	Ger. bg.	256	Mar. 24	Melchers & Co.	Tientsin	
Thos. A. Goddard	4 c	Smith	Amer. bge.	682	Jan. 9	Russell & Co.	New York	
Thomas Fletcher	3 h	Pendleton	Amer. bge.	645	Feb. 28	Captain		
Uranos	7 c	Berg	Norw. bge.	490	Mar. 20	Arnhold, Karberg & Co.		
WHAMPOA								
Friedrich		Bertelsen	Ger. Sm.co.	295	Mar. 8	Wieler & Co.		
Johann Schmidt		Beebe	Ger. bge.	433	Mar. 10	Melchers & Co.	Tientsin	
Lota		Dudfield	Brit. bge.	472	Mar. 17	Order	Chefoo & Newchwang	
CANTON								
China		Ackermann	Ger. str.	643	Mar. 24	Siemssen & Co.	Shanghai	
				630	Mar. 26	C. M. S. N. Co.	Shanghai	